

Hongkong Daily Press.

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OLD TAWNY	Per Doz. Per Bot. 21.00 1.75
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A. S. WATSON & CO.
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THE HONGKONG DISPENSARY.

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BIRTH.

On the 21st October, at Seremban, the wife of ALF. LANDELL, Superintendent Revenue Surveys, Negri Sembilan, Straits Settlements, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, U.C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th November, 1902.

THE trade passing through the nearest Chinese Customs stations to Hongkong cannot fail to be of certain interest to those interested in local commerce, and we therefore may profitably spend a little time in the consideration of the recently issued reports on Kowloon and Lappa in 1901, by Messrs. R. B. MOOREHEAD and F. A. CARL respectively. At the so-called Kowloon Customs (for there is of course no Chinese station in the Kowloon district proper) a large percentage of the commodities passing through is rice and other cultivated products. The question of a wet or dry season is therefore of great importance to the annual figures. Mr. MOOREHEAD writes:—"The weather at the beginning of the year was very favourable for the rice-crops, and the spring harvest was an exceptionally fine one. This abundance of the local rice caused a fall in the import of the foreign article. Subsequently, the rainy season quite belied its name, the rainfall during the summer months being far below the average of many years past. As one result of the drought there was an enormous output of salt, the China-to-China trade in which shows an increase of nearly one million piculs, while the import from foreign countries fell more than 50 per cent. The growth of sugar-cane was checked by the dry season, and the manufacture of sugar in the local factories was considerably lessened. This brought about a great increase in the import of foreign-made sugar, the figures for white sugar, in comparison with those for 1900,

"being troubled." Of other trades, match-making is making great advances in Kwangtung and a serious rival to the Japanese match trade is now in existence. An increased import of cotton yarn was noticeable, while there was a decline in its price, so that cotton mills had a good year. The total revenue of the year 1901 was Tls. 404,450, an increase of no less than Tls. 54,426 on the previous year's figures. In addition to this a "Granary tax" on rice and paddy exported brought in Hk. Tls. 22,437, though only levied from the 6th March to the end of the year. A decrease of nearly two million taels from the previous year's figures occurred in foreign imports, the net value for 1901 being Hk. Tls. 18,956,231. But, as owing to the abundant local rice-harvest the falling off in the import of rice and paddy was Hk. Tls. 3,462,901, the remaining foreign imports really increased, the improvement in the opium figures being marked. Altogether 686 piculs of foreign opium passed through the Kowloon stations, the highest figures since 1893, when 916 piculs passed through. In 1899 only 459 piculs were recorded. Exports to foreign countries showed an advance on the 1900 figures of nine per cent., the total value for 1901 being Hk. Tls. 22,919,708. The increase, says Mr. MOOREHEAD, is due to the slightly enhanced value of most of the principal commodities. The export of building materials was considerable, owing to the erection of so many new houses in Hongkong. 574 more steam-launches passed the Kowloon stations than in 1900, the total being 4,431. Junks increased in number by 2 per cent. Altogether 49,808 launches and junks combined entered and cleared. Passenger traffic showed an increase of 34,891, or 11 per cent. on the previous year's figures. No treasure was reported as carried by the junks. "whose masters and passengers are unwilling to declare any treasure they may possess, for fear of attracting pirates"—a significant statement.

Turning now to the Lappa report, we find that 1901 was a record year for the junk trade, the total value amounting to Hk. Tls. 14,606,412, Hk. Tls. 1,033,343 better than in 1900. An examination of the statistics, says Mr. CARL, will show that this increase is entirely due to the growth of the export and native import trades, which show advances of about Hk. Tls. 606,000 and 744,000 respectively. The above figures do not include the portion borne by the Hongkong-Macao trading junks. Mr. CARL continues:—"As the total exports passing the Lappa Stations show an increase of over Hk. Tls. 600,000, we must conclude that, owing to quicker despatch and more prompt delivery, the carriage of certain commodities has been transferred from native junks to foreign steamers. Although the total value of the trade is the highest ever recorded at Lappa, it must not be lost sight of that the figures for 1901 include statistics that previous to the end of 1899 (when the 'Changchow Station was closed) would have appeared in the Kowloon Customs returns. The trade then passing the 'Changchow Station averaged, at the least, Hk. Tls. 2,000,000 a year, so after deducting that amount, the Lappa statistics for 1901 represent nothing to boast of. "Trade in foreign goods, compared with the values of 1900, actually shows a decrease, principally due to the falling off in the importation of opium, piece goods and rice. Certain districts in the neighbourhood of the newly opened French port, Kwanchauwan, which formerly drew supplies from Macao, have now almost ceased doing so. Direct steamers from Hongkong to that place take considerable quantities of opium and other foreign goods, which trade, of course, no longer comes under the cognizance of the Lappa Customs. Piracy, too, is having a deterrent effect on the junk-traffic, as it brings in an element of uncertainty. Arms-smuggling, from both Hongkong and Macao, was very rife in past years, and it seems almost a just retribution that now the insecurity resulting from this nefarious trade should affect indirectly foreign commerce." Mr. CARL does well to point out that foreigners must bear part of the guilt for the flourishing condition of piracy, but nevertheless it is more than time that the Chinese Government should pay attention to the remarks of their commissioners alike at Canton, Kowloon, and Lappa as to the damage to trade done by pirates in this part of China. The total collection of revenue at Lappa in 1901 was Hk. Tls. 3,625,800, a decrease of over 300,000 taels from the figures of 1900. As stated above, there was a falling off in the importation of opium, piece goods, and rice, and this more than accounted for the decrease. As for the export trade, 1901 can properly be called a record year, Mr. CARL says; the total value was Hk. Tls. 6,246,517, against Hk. Tls. 5,640,729 in 1900 and Hk. Tls. 6,173,279 in 1899. Among the improved items may be noted

sugar, various provisions, and building materials for Hongkong and Macao. The number of junks entered and cleared at the Lappa Stations during 1901 was 16,501, representing a tonnage of 968,717 tons—an increase of 1,073 vessels and 49,602 tons over the shipping of 1900. The tonnage is the highest recorded since 1894. Of the junks reported during the year under review, 15,539, of 834,518 tons, were to and from Chinese ports; 1,001, of 129,401 tons, to and from Hongkong; 52, of 1,346 tons, to and from Kwanchauwan; and 9, of 1,454 tons, to and from Annam. Steamers bound up the West River numbered 1,571, and bound down, 1,576. The number of passengers in junks noted at Lappa was 116,798 inwards and 111,967 outwards, an increase of 19,300 and 14,838 respectively. In addition to the above, the Portuguese steamers *Woon* and *Tai-ping* kept up a regular Macao-Samsui service, making 535 trips, during which they carried about a quarter of a million taels' worth of cargo, 16,868 passengers inwards and 16,179 outwards.

The Austrian cruiser *Kaiser Karl VI* arrived yesterday morning from Singapore.

Yesterday the anniversary of the birthday of the Mikado was celebrated by the Japanese here, and the Japanese shipping in the Harbour was dressed with flags.

The number of visitors to the City Hall Library and Museum during the week ending 2nd November, was 203 non-Chinese and 61 Chinese; to the former, and 51 non-Chinese and 2,094 Chinese to the latter.

The P. & O. steamer *Parramatta* with the English mail of the 10th ult., left Singapore on Sunday, at 6 a.m., and may be expected here on Friday, at about 10 a.m. Replies are due to correspondence despatched hence on the 8th September.

During last week the only case of communicable disease notified as occurring in the Colony was one of enteric, an European case at the Peak. Within the day ending at noon yesterday, however, a fatal Chinese plague case was reported in Des Vaux Road West.

The Hon. Treasurer of the Alice Memorial and Nethercole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Ho Ngok Lau \$25
M. H. P. 10

Kowloon Marina Lots Nos. 74 and 75 and Inland Lots Nos. 1,140 and 1,141 were exposed to sale by public auction yesterday at the office of the P.W.D. The property is situated at Tsimshatsui Point, and extends to 53,952 square feet. The upset price was \$232,800. After spirited bidding the property was bought by Mr. J. Orange of Messrs. Leigh and Orange at the price of \$451, 00s.

We see that the Rev. F. Lawrence, Honorary Secretary of the "Church Sanitary Association," addressing cyclists' church parade on Sunday, the 28th September, at the Parish Cross in Wostow churchyard, near Kirkham Abbey, Yorkshire, said the Christian had been pronounced eternal life which was to begin now, here, this side the grave, and that therefore he ought to be on this earth in full enjoyment of pure air, fresh water, and abundant light, while whose ever deprives him of these free gifts of God deserves condign punishment. This may be recommended for the consideration of Hongkong.

A sad fatality occurred at noon on the 24th ult. on board H.M.S. *Vestal* lying in Singapore harbour, when an a.b. named Haslam died, the cause being presumably sunstroke. Deceased was working aloft, unfurling the sails, which were given in airing, when it was observed by his mates below that he had evidently been taken ill, as he was lying down in the "top." On investigation it was found that he had been seized with a fit. He was conveyed to the deck, and examined by the ship's doctor, Mr. Reid. Deceased never recovered consciousness, however, and died shortly afterwards. The body was brought ashore at 5 p.m., and taken to the mortuary. It was thought that the unfortunate fellow was overcome by the heat working as he did in the mid-day sun, with a practically useless head covering. The funeral took place next morning when a firing party from the *Vestal*, the Town and Volunteer Band, and a large gathering, including a number of officers of the *Vestal*, were present.

An amusing controversy has arisen over the attacks of the French submarines on ironclads blockading Chaboire. According to the rules of the game, if a submarine got within a certain distance of a battleship without being fired upon, her attack was held to have succeeded. Two ingenious commanders of these craft hit upon the plan of sending to the surface at intervals bottles which bore a likeness to the periscope of the submarine. In every case a heavy fire was opened on the bottles, while the submarine hopped up serenely on the further side of the ironclad and claimed her for a victim. Against this the commanders of the battleships have protested, claiming that, before they are counted out of action, the submarines ought actually to hit them with a torpedo. The claim is reasonable, for there is no proof whatever that the blind craft would know in the very least degree on which side of her her adversary was, and it is likely enough that she would launch her torpedoes through the salt waves in an opposite direction.

It has been intimated from the War Office that the Japanese National Anthem, as at present played by British military bands, is not the correct air, and officers commanding units have been directed to obtain the recognised edition, copies of which have now been prepared.

The German Minister of Marine, in connection with the sending out of a new river gunboat to China, recently declared that at least three German river gunboats are necessary for the river patrolling service in China, if such service is to be kept up in an efficient manner. Additional river gunboats will be asked for in the next Naval Budget.

The death occurred on the 26th September, at Brighton, of Mr. Percy H. S. Montgomery, Commissioner of Imperial Chinese Maritime Customs, third son of the late Mr. Hugh Montgomery, of Grey Abbey, and of Lady Charlotte Montgomery, of Lowndes Square, London, S.W. Mr. Montgomery, who was only 46 years of age, had been in the Chinese Customs over 20 years.

Viscount Hayashi, Japanese Minister in London, has authorised the statement that he is not aware of any foundation for the frequently repeated report that the Legation will shortly be elevated to the dignity of an Embassy. Before this could be arranged it would have to be the subject of agreement between the two Governments, and the expenditure would have to be sanctioned by the Japanese Parliament, neither of which necessary steps has yet been taken.

Lieut.-Colonel Marchand, of the French Colonial Infantry, has just been promoted to the rank of colonel. He is the youngest officer of that grade in the service. He was only a captain at the time of the Fashoda affair in 1898 but it won him his majority. That Colonel Marchand is an extremely efficient and very valuable officer no one questions, a home paper remarks, and if efforts have been made by certain politicians to push him forward in their special field he has certainly been no party to such intrigues.

The experiment has been made at Aldershot of painting guns and limbers with the three primary colours—red, blue, and yellow—as it has been found that guns thus painted harmonise with any kind of background so well that at a short distance they are difficult to locate. Six guns so painted were placed on the Fox Hills, and the artillery officers at Aldershot were invited to try to locate them at about 3,000 yards with field-glasses, but, although the officers knew the direction, none were able to locate them all. Some Horse Artillery sent forward to engage the guns advanced to within 1,000 yards before they located them. The painting on the guns is seen at close quarters to be in dashes and streaks.

The Russian Press seems unable to accept as final the decision proclaimed by the St. Petersburg Government to restore the province of Manchuria to its lawful owners, wrote a home contemporary last month. Scarcely a day passes without some Russian newspaper or other exhibiting scepticism on this subject. The organs of Russian public opinion, we are not surprised to hear, regard the ultimate fate of Manchuria as still an open question, in spite of the repeated assurances of the Russian Government. The *Novoe Vremya* quotes the views of a Moscow paper with great approval and adds:—"The Russian Government is confronted with two alternatives, between which it is impossible to choose. It may either deride its efforts to promoting the interests of the left, or Russian bank of the Amur to the detriment of the Manchurian railway, or it may choose to support the railway and to assist in ruining its own territory by enriching the Chinese half of the Amur basin. There is one and only one escape from this dilemma; the whole of the Amur basin should belong to Russia."

An Australian correspondent, writing to the *Times* on labour questions in Australia, points out that the stopping of the importation of Japanese divers for pearl-shell was expected to open up all the trade to white men; instead of this it will probably have the effect of driving the whole pearling industry into the hands of the Dutch. It was foreshadowed in a previous letter that the pearlers might as a last resource betake themselves to Dutch New Guinea, and this possibility is now almost a certainty. It would be a weird result if legislation intended to benefit Australia ended in starting a Dutch industry. While diving apparatus is in the present crude state there is no hope of the white man's competing with the Japanese; and if the pearlers can get Japanese by going to Dutch New Guinea, they will certainly go there rather than stop in Australia and employ white divers.

In his report on the trade of Odessa and district for the year 1901 the British Consul-General writes:—"To the Russian ports in the Far East some 62,145 tons of goods were sent in 1901, as against 83,094 tons in 1900, and 57,306 tons in 1899. The drop is caused partly by the cessation of warlike operations, and partly by the opening of the Siberian Railway. The quantities received from Russian Asiatic ports was insignificant in 1901. The steamers of the Volunteer Fleet took from Odessa to the Far East 44,538 tons of general cargo, and 23,408 tons of Government stores, 337 cabin passengers, 624 third-class and deck passengers, 8,793 recruits and soldiers, 27 soldiers' wives and children, 6,374 emigrants, and 771 convicts. They brought from the Far East 26,470 tons of general cargo and 1,640 tons of Government stores, 624 cabin passengers, 271 third-class and deck passengers, 17,452 soldiers, 152 soldiers' wives and children, and three convicts. It must be borne in mind that the general cargo here mentioned is by no means all for the Russian Siberian ports, and that of the cargo imported but little is from thence."

The St. Petersburg Herald has a picture of Mr. Balfour playing golf. It is entitled, "Lord Balfour, the new English Prime Minister, playing at lawn tennis."

In the Punjab, large inoculations for plague are proceeding under the Indian Government programme. At Guzerat, the Mussulman leaders are advising the people to submit.

With the *Naval and Military Record* of the 2nd ult. was published a supplement illustrating H.M.S. *Terrible* alongside Portsmouth Dock and Capt. Percy Scott's "Dotter" invention.

The *Turkestan Official Gazette* contains an announcement that travellers will hereafter be prohibited from visiting the Kusk and Am Darya regions, also the Altirk frontier. The palpable object is to maintain the secrecy of operations on the Russo-Afghan border.

The Court of Enquiry held at the British Consulate, Nagasaki, on the 17th ult., into the burning of the British steamer *Yachino Maru*, exonerated the officers from blame, but found that ordinary cotton bales should not be carried on deck unless covered by awnings or tarpaulins.

Mr. Jonas Mendelson, head of the firm of Mendelson Brothers, who arrived in Yokohama thirty-four years ago, died suddenly on the 18th ult., aged 58. He leaves a widow, a grown-up son, and three daughters, the eldest of whom was to have been married on the 22nd ult.

Among products which do not yet take a regular place in the exports of Siam, but for which there may be a future, is undoubtedly rubber. The question is now under consideration, and it is known that rubber-producing trees are found in some quantity in certain parts of the country, notably in the eastern provinces.

A rumour was current in Amsterdam at the end of September that the Governor-General of Netherlands India intended to resign from office owing to ill-health—a report which was not, however, confirmed. His successor was already named in the meantime—namely, the former Vice-President of the Council of India, Baron Swerts de Landas Wyborgh, Burgomaster of Arnhem.

There are two schemes for dealing with the unfortunate foundry at Wakamatsu, Japan. One is that the Government shall keep it, making further necessary payments which will bring the total in 1900, when it will begin to pay its way, up to 34 million yen; the other is to turn it over to a private company, whereby the Government's loss would apparently be only some 264 million yen, but it would get nothing when the concern began to pay.

In connection with a remark quoted from a Singapore paper in our "Sporting Notes" column on Saturday last, the following from the *Straits Times* should also be read:—"In view of the allegations freely made on all sides, and generally believed to be true, to the effect that practically every jockey at the present meeting has a bet on his fancy—irrespective of his mount in every race—it may be laid down as an axiom of racing that the interest so evinced in the pastime is not *per se* a guarantee of straight riding."

Maj.-Gen. Sir Alfred Gaselee, who has been on leave in England since vacating his command of the British troops in China, has obtained permission to proceed to India to take up the command of Lucknow District, Bengal, to which he was appointed in April, 1901, in recognition of his distinguished services in connection with the occupation of Peking. Gen. Gaselee will be present and act as umpire at the Indian manoeuvres. On his assuming the active duties of his command in India, Maj.-Gen. Sir William Malet, who has been officiating for him, will proceed home.

M. A. de Bilinski predicts in the *Nineteenth Century* that Russia is going to eat us all up.—"The picture of the ultimate destiny of Russia must show her in the role of mistress of Asia and Europe, united under the action of the Slav league. Russia is bound to attain extraordinary greatness, not only through the internal development of her existing empire, but through further expansion. Her dominion, in any case, representing that of the whole Slav race, will stretch from the Arctic and North Seas to the Persian Gulf and the Mediterranean, and from the Pacific to the Atlantic and the Oder." The other nations can hardly be expected to enjoy such a prospect, and therefore M. de Bilinski thinks:—"A coalition may be formed to hold the Titans in check. There would be three partners in this combination; the Chinese, the Latin, and, of course, the German federations." Absurd speculation could hardly go further.

At All Saints' Church, Margaret Street, London, on the 30th September, the marriage took place of General Sir George Digby Barker, K.C.B. (who served with General Havelock at the Relief of Lucknow and commanded the forces in China and Hongkong, 1890-95, and was Governor of Bermuda) of Clara Priory, Suffolk, and Miss Katherine Weston Elwes, eldest daughter of Mr. Edward Golding Elwes, of 2, Upper Woburn Place. The ceremony was conducted by the Rev. W. Allen Whitworth, Vicar of All Saints' Church (uncle of the bride), assisted by the Rev. E. Luke Paget, Vicar of St. Pancras. The bride was given away by her father, and Mr. Kenneth Sutherland Murray acted as best man. There were four bridesmaids—Miss M. B. Elwes (sister of the bride), Miss Eliza Courtney, Miss Gladys Rich, and Miss Gladys Moseley Mayne. Later General Sir George and Lady Barker departed for their honeymoon. The presents were most numerous, and of a costly description.

TELEGRAMS.

REUTERS' SERVICE.

LONDON, 1st November.

RUSSIA'S FAR EASTERN SQUADRON.
Admiral Stakhelberg with a powerful Russian squadron has sailed for the Far East. Though some warships are returning home, the Russian naval force in the Orient will be much strengthened.

THE EDUCATION BILL.

Clause Eight of the Education Bill has been passed.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 1st November.

PRAYING FOR RAIN.

Of late the weather has been very dry, and everybody here has been anxious for rain; yet in spite of the prayer of the Nanchai and Panyu Magistrates, the Provincial Judge, and even the Viceroy, who appealed most earnestly to heaven and earth, and invoked the spirits of mountains and sea to bless the population with rain, none has come. Late last night three to four hundred women from different families swore that they would, by their appeal move the heart of the gods. So after three days of fasting and ablutions they went together on the 28th of last month in a big crowd to the temple of the Dragon King to pray him to intercede with Fung Liang (the ruler of the rain) on their behalf. On the 29th and 30th rain came pretty thickly in Canton.

ANOTHER METHOD.

The Magistrate Fung of the district of Hing Ning, Kwangtung, after he had prohibited the slaughtering of swine for three days, and had prayed to the god of the cities and towns for rains without any effect, resolved to kill the Demon of Drought in the following manner. He had an effigy made of paper and bamboo to represent this Demon, and having closed the Southern gate of the city, ordered the police to go to the Temple of Horror to arrest and bring the paper effigy with chains round its neck into Court, and made it kneel down before him. He was dressed in his official robe, and sitting in Court, with his hand on his knee on the table, while in a loud voice he scolded the paper effigy for continually committing the crime of bringing drought into the city. Then he ordered him to be taken out and beheaded. But a party of gentry of the place, as already pre-arranged, came forward to beg favour of the Magistrate to let them stand security for the Demon and allow the latter three days' grace, and if after three days he did not bring rain, then let his head be cut off. The Magistrate, nodding his assent, the effigy was taken out of Court, and placed on the top of the city gate. Not quite three days after, on the 29th ult., there were thunder and rain.

SUPREME COURT.

Monday, 3rd November.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. C. WISE
(JUDGE).

A NEW TESTIMONY CASE.

A case was called during the hearing of which the following facts were disclosed. The property at Un Luang of Tam Chan Fui was seized on a warrant, which was executed on 21st October and the goods sold. Subsequently the landlord came forward and applied for a distraint warrant for eight months' rent, \$80.

Mr. H. Hursthouse, solicitor (Messrs. Denny & Bowley) appeared for the execution creditor and made application that the latter warrant be discharged on the ground that under Ordinance 14 of 1902, Section 17, that Court had no jurisdiction with regard to rent for lands or buildings in the New Territory.

His Lordship said he would withdraw the distraint warrant, as it was undoubtedly irregular. He would advise the landlord to write a letter to the execution creditor stating that he was the landlord and to prove his case in the Land Court as soon as he could.

The Court adjourned.

SEQUEL TO A RIVER COLLISION.

The *Che de Natcha* on Tonkin River, Hoikao was arrested in connection with an action for damages by a collision which took place on 7th March in the Canton River near Taihi Light-house, the amount claimed being \$15,000. She was subsequently released on security being filed. Messrs. Munney and Briffon, solicitors, are for the plaintiff, Messrs. Wilkinson and Frost, solicitors, for the defendant.

SHANGHAI RACES.

The Shanghai Autumn Race Meeting begins to-day, nine races being on the programme. The events to be run off on the opening day are:—The Malice Plate (6 miles), Criterion Stakes (1 mile), Maiden Stakes (1 mile), Club Cup (2 miles), Totter Stakes (1 mile), Shanghai Gold Cup (1 mile), Autumn Cup (1 mile), and the 1000 Guineas (1 mile). All these races are for China horses, the best and highest being respectively for points that have never run at any meeting and points that have never won a race.

NOTICE

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P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE IS HEREBY GIVEN that Mr. ARTHUR P. GOODWIN is authorized to SIGN our Firm PER PROCUATION from this date.

COTTAM & CO.

Hongkong, 3rd November, 1902. [2929]

TO LET—From 1st December.

THREE ROOMS, Bathroom, and use of Cookhouse, Good locality. Rent \$40 per month.

Apply to—

Care of Daily Press Office.

Hongkong, 4th November, 1902. [2927]

TO LET.

WOODLANDS WEST "9 SEYMOUR ROAD, from 1st December.

Address—

E. W.

Care of Daily Press Office.

Hongkong, 4th November, 1902. [2933]

FIRST CLASS GENERAL REPRESENTATIVES and Agents Wanted for the sale of Patent Novelties in the lighting trade, in general demand, prizes awarded. No special knowledge required. Large profits certain. Please address for particulars "J. K. 5624," care of Rudolf Mosse, Berlin, S.W., Germany.

WANTED EMPLOYMENT.

AS VALET or GENERAL ATTENDANT, Steward or Butler. Can speak Hindustani and several other Eastern languages, and can read and write English. No objection to travel to any part of the World. Good references.

Apply—

Care of "Daily Press" Office.

Hongkong, 4th November, 1902. [2926]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the ADJOURNED ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS of the Company which was held at the CITY HALL, on TUESDAY, the 18th NOVEMBER, at 11.15 o'clock a.m. when the Poll ordered at the Meeting of the 18th August will be taken.

The TRANSFER BOOKS of the Company will be CLOSED from 9 o'clock a.m. on MONDAY, the 17th, to 4 o'clock p.m. on TUESDAY, the 18th November, inclusive.

By Order of the Board of Directors.

GEO. A. CALDWELL,

Acting Secretary.

Hongkong, 4th November, 1902. [2932]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY MEETING of SHAREHOLDERS of the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 25th instant, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors and Statements of Accounts to the 30th April last, and of declaring Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant, both days inclusive.

By Order of the Board of Directors.

W. H. RAY,

Secretary.

Hongkong, 4th November, 1902. [2931]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SADO MARU,"

having arrived from the above Ports, Consignees of general Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. To-day, 3rd inst.

Goods not cleared by the 10th instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and notices of same sent to this Office before the 13th inst., or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 3rd November, 1902. [2930]

STEAMSHIP "SYDNEY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex "s.s. Guadiana," from Bordeaux, ex "s.s. Ville de Lorient," in connection with above Steamer, are hereby informed that their Goods, with the exception of Optum, Treasure and Valuables, are being landed and stored at their risks in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. To-day, 2nd inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 10th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th inst., or they will not be recognized.

All damaged packages will be examined on Monday, the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 2nd November, 1902. [2928]

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

THURSDAY, the 6th NOVEMBER, 1902, at 11 A.M., at his SALES ROOM, DUNDALL STREET, ONE "NIAGARA" MINERAL WATER MACHINE, with Filling Machine and Filter and all necessary appurtenances (complete).

N.B.—The above has been used up to date by the Royal Welsh Fusiliers and is now being sold owing to the departure of the regiment.

On View from Wednesday, the 5th Nov.

TERMS—Cash on delivery.

GEO. F. LAMBERT,

Auctioneer.

Hongkong, 4th November, 1902. [2934]

PUBLIC WORKS DEPARTMENT, MACAO.

NOTICE.

IT IS HEREBY NOTIFIED by this Department that at Twelve o'clock noon on the 22nd NOVEMBER of the current year, Tenders by Public Auction will again be invited at the Secretariat of this Department, for the CONSTRUCTION of FOUR SHEDS for the Market of San Domingos.

In order to be admitted to the Auction it will be necessary for bidders to prove that they have made a provisional deposit of \$425.25. Conditions for Competition and Specifications of the Work can be seen in this Department on Week Days, not being public holidays, between the hours of 9.30 a.m. and 3 p.m.

Public Works Department, Macao, 22nd October, 1902.

A. NUNES,

Engineer-in-charge.

2935

PUBLIC WORKS DEPARTMENT, MACAO.

NOTICE.

IT IS HEREBY NOTIFIED by this Department that at Twelve o'clock noon on the 22nd NOVEMBER of the current year, Tenders by Public Auction will again be invited at the Secretariat of this Department, for the CREATION of TWO BLOCKS OF BUILDINGS for Shops in the Market of San Domingos.

In order to be admitted to the Auction it will be necessary for bidders to prove that they have made a provisional deposit of \$543.25. Conditions for Competition and Specifications of the Work can be seen in this Department on Week Days, not being public holidays, between the hours of 9.30 a.m. and 3 p.m.

Public Works Department, Macao, 22nd October, 1902.

A. NUNES,

Engineer-in-charge.

2936

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SHANGHAI,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named Steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. To-day, the 3rd inst.

Goods not cleared by the 5th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,

Superintendent.

Hongkong, 3rd November, 1902. [2937]

TAILORED, DRAPER AND OUTFITTER.

FROM 1st November the ADDRESS of ROAD CENTRAL—the sixth shop to the left of Hongkong Hotel.

Hongkong, 1st November, 1902. [2920]

SALE OF DAMAGED CARGO.

EX S.S. "KOENIGSBERG" AT PENANG.

ACCORDING to a telegram from the Penang Agents the following Damaged Cargo ex "Koenigsberg" will be sold at PENANG on the 7th NOVEMBER, A.C.—

650 Boxes STRAWBRAIDS,

330 " MATS,

60 " ISINGGLASS,

160 " PORCELAIN,

and on the 14th NOVEMBER, A.C.—

90 Bales SKINS,

40 " FEATHERS,

140 " WOOL,

30 Cases ALBUMEN,

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 1st November, 1902. [2917]

CHRISTMAS CAKES.

H. BUTTONJEE begs to inform the Public of Hongkong, Kowloon and Coast Ports that having secured the services of a first-class Pastry Baker with a very long experience in his business, he is in a position to make splendid CHRISTMAS CAKES this year. He need hardly assure his numerous kind patrons that his efforts will be spared to make his Xmas Cakes of the finest and most expensive ingredients obtainable.

10 per cent. Discount for Cash.

5, D'Aguiar Street,

39, Elgin Road, Kowloon.

Hongkong, 1st November, 1902. [2969]

HONG CHEONG & CO.,

TAILORS, DRAPERS AND OUTFITTERS.

ESTABLISHED IN HONGKONG FOR OVER 30 YEARS.

Clothing made to fit to perfection. Silk Goods of all kinds, Chinese, Grass Cloth and Embroidery.

Address—Nos. 60 and 62, QUEEN'S ROAD CENTRAL (South side).

Hongkong, 6th September, 1902. [2939]

WANTED for Service in Hongkong, an ENGINEER accustomed to Factory work.

Apply with references to—

A. C.

Care of Daily Press Office.

Hongkong, 18th October, 1902. [2978]

LADY MISSIONARY in Canton who is returning to Germany in February, 1903, would be glad to take charge of Children during the voyage.

Terms by Arrangement.

Address—

E. L.

Berlin Mission, Canton.

Hongkong, 30th October, 1902. [2976]

FOR SALE.

CRUISER YACHT for Sale, about 45 feet long. Fine Sporting Boat. Accommodation for Four. Price, \$1,500. Owner would consider offers or sell share, as he seldom uses the yacht.

W. ROBINSON,

ROBINSON PIANO CO., LD.

Hongkong, 1st November, 1902. [2902]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PORT SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.

Hongkong, 14th February, 1901. [2968]

SHANGHAI NOTICE.

HOPKINS BUTCHERY is again prepared to send to its patrons in Hongkong during the cold weather, PRIME ROAST BEEF, CORNED and SPICED BEEF, GAME, BRAWN, PORK PIES, GAME RIES.

Orders will have prompt and careful attention.

Shanghai, 21st October, 1902. [2943]

WANTED.

AN OFFICE with a Large Room and Two or Three adjoining smaller Rooms on the Ground and/or First Floors at the Central locality.

Write to—

B. C. D.

Care of Daily Press Office.

Hongkong, 3rd November, 1902. [2921]

ENGINEER WANTED.

WANTED for Service in Hongkong, an ENGINEER accustomed to Factory work.

Apply with references to—

A. C.

Care of Daily Press Office.

Hongkong, 18th October, 1902. [2978]

THE HONGKONG STEAM WATER-BOAT CO. LD. is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Bolders.

Call Flag W.

J. W. KEW,

Manager.

20, Des Voeux Road.

Hongkong, 13th June, 1902. [2965]

WINCHESTER CARABINES.

12 SHOT REPEATING. CALIBRE 44.

Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers.

ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMAN & CO.,

14, Des Voeux Road.

[2946]

PURE FRESH WATER.

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Hongkong, 13th June, 1902. [2965]

NOTICE.

THE Undersigned has been appointed AGENT for Hongkong and Vicinity for the NEW YORK LIFE INSURANCE COMPANY from this date.

ALEC KIENE,

Hongkong, 20th September, 1902. [2939]

PACIFIC MAIL STEAMSHIP CO. OCCIDENTAL & ORIENTAL S.S. CO. TOYO KISEN KAISHA.

I HAVE This Day RETIRED from the service of the above Companies, and Mr. E. W. TILDEN has been appointed AGENT at Hongkong.

J. S. VAN BUREN,

Hongkong, 1st November, 1902. [2940]

PACIFIC MAIL STEAMSHIP CO. OCCIDENTAL & ORIENTAL S.S. CO. TOYO KISEN KAISHA.

I HAVE This Day ASSUMED CHARGE of the Business of the above Companies in Hongkong.

E. W. TILDEN,

Agent.

Hongkong, 1st November, 1902. [2901]

JUST PUBLISHED—2nd (REVISED) EDITION.

THE FRENCH IN TONKIN AND SOUTH CHINA. By ALFRED CONNINGHAM. Fifty Illustrations and One Map. Price 8s.

ON SALE AT LOCAL BOOKSELLERS.

PRESS NOTICES.

"This volume places before the English reader the best description of the Southern French colonies in the Far East that has yet appeared."—SHANGHAI MERCURY.

"Many of us in the Far East have read books on Tonkin, ancient and modern, but a knowledge of things as they are there to-day, of what has been accomplished under M. Doumer's administration is far from common. The author has written what he set out to do, a very readable and accurate sketch of the colony as it is present. Altogether, this is a book to read."—BANKOK TIMES.

THE BOOK WILL BE FOUND TO BE A COMPLETE GUIDE TO THE HANOI EXPOSITION.

Hongkong, 17th October, 1902. [2976]

GOVERNMENT-GENERAL OF FRENCH INDO-CHINA.

THE

HANOI EXPOSITION

WILL BE OPENED ON

16TH NOVEMBER, 1902.

THE Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands, India, British India, Straits Settlements, Burma &c. (3rd section).

THE WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

THE GALLERY of FINE ARTS will contain more than 500 Pictures, and will be organized under the Direction of the Inspection-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organized at reasonable prices.

ATTRACTIONS OF ALL KINDS: Military Bands, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, Races, &c., will be provided.

REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in a few hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and CAFES assure every accommodation to visitors at moderate prices.

For FURTHER INFORMATION apply to the French Consulates in the Far East.

P. THOMÉ,

Commissaire-Général de l'Exposition de Hanoi.

Hongkong, 1st July, 1902. [1890]

NOTICE.

THE Undersigned have received instructions from the "STAR" FERRY CO., LD., to Sell by Public Auction (unless previously disposed of by private contract), on

TOMORROW (WEDNESDAY), the 5th NOVEMBER, 1902, at Noon, at the "STAR" FERRY COMPANY'S WHARF, Hongkong, The Steam-launches "EVENING STAR" AND "RISING STAR."

The "Evening Star" was built in 1889 and the "Rising Star" in 1891, both of Teak with Steel Frames, by the Hongkong and Whampoa Dock Company.

IN THOROUGH REPAIR.

The launches will be open for inspection at the Hongkong Ferry Wharf from MONDAY, the 20th instant, until date of sale.

TERMS—As usual.

For further Particulars, apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 20th October, 1902. [2972]

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. KRAUSE & CO., to Sell by Public Auction, on

THURSDAY, the 6th NOVEMBER, 1902, at 12 o'clock Noon, at his SALES ROOM, DUNDALL STREET, 20 COLUMBIA AND HARTFORD BICYCLES.

(Ladies' and Gents' Chainless and Free-wheel with Constar brake).

N.B.—These bicycles are guaranteed new and to be in first-class condition. They are sold to make room for Messrs. Krause & Co.'s fine display of Christmas Fancy Goods.

TERMS—Cash on delivery.

Catalogues will be issued.

On View from Wednesday, the 5th November.

GEO. F. LAMBERT,

Auctioneer.

Hongkong, 31st October, 1902. [2987]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction—

on

THURSDAY, the 6th NOVEMBER, at 2.30 P.M., at his SALES ROOMS, A LARGE ASSORTMENT OF JAPANESE FINE ART CURIOS, comprising:

RARE SATSUMA WARES, worked by famous artists;

FINE CLOISONNE VASES, MAKUSA VASES of several different designs, FANCY BRONZES, KAGA AN IMARI VASES of various sizes, FINE ART PHOTO FRAMES, IVORY CARVINGS, INLAID PANELS, SILK AND OIL PAINTED FIRE SCREENS, SILK ALBUMS, &c., &c., &c.

On view from Wednesday, the 5th inst.

TERMS—Cash as usual.

Catalogues will be issued.

V. J. REMEDIOS,

Auctioneer.

Hongkong, 1st November, 1902. [2905]

SALE OF VALUABLE CURIOS, &c., BY PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction for ACCOUNT OF THE CONCERNED, on

FRIDAY and SATURDAY, the 7th and 8th NOVEMBER, 1902, at 2 P.M. each day, at No. 16, PRAYA CENTRAL, near the Douglas S.S. Co.'s Wharf, VALUABLE JAPANESE CURIOS, consisting of SATSUMA and CLOISONNE WARE, IVORY CARVINGS, SCREENS, LACQUER WARE, BRONZE, TEA SETS, &c., &c.

Catalogues will be issued and same will be on view some days before the sale.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 31st October, 1902. [2986]

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(Ladies' and Gents' Chainless and Free-wheel with Constar brake).

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Hongkong, 31st October, 1902. [2987]

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. KRAUSE & CO., to Sell by Public Auction, on

THURSDAY, the 6th NOVEMBER, 1902, at 12 o'clock Noon, at his SALES ROOM, DUNDALL STREET, 20 COLUMB

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from a Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong B, midway between Hongkong and Kowloon C, and those vessels berthed at the Kowloon Wharf & Co., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	CHUSAN	Brit. str.	—	C. L. Daniel	P. & O. S. N. Co.	On 8th inst. at Noon.
LONDON, via SUEZ CANAL.	MEMPHIS	Brit. str.	—	Stevenson, R.N.R.	BUTTERFIELD & SWIRE	On 11th inst. at Noon.
LONDON.	AGAMEMNON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
AMSTERDAM & LONDON.	TANTALUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst. at Noon.
LIVERPOOL DIRECT.	DEUCALION	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd December.
LIVERPOOL DIRECT.	ALCINOUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst. at Noon.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS.	PRINS VALDEMAR	Dan. str.	—	Borg	MELCHERS & CO.	On 20th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, v. SPORE, &c.	HITACHI MARU	Jap. str.	—	J. Campbell	NIPPON YUSEN KAISHA	On 15th inst. at Daylight.
MARSEILLES & LONDON.	JAVA	Jap. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 14th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, v. SPORE, &c.	WAKASA MARU	Jap. str.	—	J. W. McMillan	NIPPON YUSEN KAISHA	On 20th inst. at Daylight.
BREMEN, via PORTS OF CALL.	SAXONIA	Ger. str.	—	Jaeger	MELCHERS & CO.	On 13th inst. at Noon.
HAYRE & HAMBURG.	SERBIA	Ger. str.	—	Brohm	MELCHERS & CO.	On 8th inst. at Noon.
HAYRE & HAMBURG.	MARBURG	Ger. str.	—	Neidermyer	MELCHERS & CO.	On 19th inst. at Noon.
HAYRE & HAMBURG.	SUEVIA	Ger. str.	—	Borch	MELCHERS & CO.	On 3rd December.
HAYRE & HAMBURG.	ALESIA	Ger. str.	—	Rassavich	MELCHERS & CO.	On 17th December.
TRIESTE, &c., via PORTS OF CALL.	MARQUIS BACQUEHEM	Aus. str.	—	—	—	On 31st December.
NEW YORK via PORTS OF CALL.	LOWTHER CASTLE	Brit. str.	—	—	—	On 15th inst. at Noon.
BALTIMORE & NEW YORK.	CHARLES TIBERGHEN	Brit. str.	—	—	—	On 15th inst. at Noon.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 3rd December.
VANCOUVER, via SHANGHAI, &c.	PAKAR	Brit. str.	—	E. Bootham, R.N.R.	CANADIAN PACIFIC R. CO.	On 3rd December.
VICTORIA (B.C.) & TACOMA via JAPAN.	KAGA MARU	Jap. str.	—	J. W. Ekstrand	DODWELL & CO., LIMITED	On 9th inst. at Noon.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	MOYUN	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 2nd December, at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	IYO MARU	Jap. str.	—	Hollingsworth	PORTLAND & ASIATIC S.S. CO.	On 14th inst. at Noon.
PORTLAND, OREGON.	INDRAPURA	Brit. str.	—	—	—	On 15th inst. at Noon.
AUSTRALIAN PORTS.	TINIAN	Brit. str.	—	P. T. Holmes	GIBB, LIVINGSTON & CO.	On 20th inst. at 4 p.m.
AUSTRALIAN PORTS.	KANGGA MARU	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 20th inst. at Noon.
AUSTRALIAN PORTS.	SHANGHAI	Brit. str.	—	E. Spicer, R.N.R.	P. & O. S. N. Co.	On 20th inst. at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	MALACCA	Jap. str.	—	A. F. Street	P. & O. S. N. Co.	On 20th inst. at Noon.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 21st inst. at Daylight.
KOBE & YOKOHAMA.	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 2nd December, at Noon.
KOBE & YOKOHAMA.	HIOHOSHIMA MARU	Jap. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA.	KUMANO MARU	Jap. str.	—	E. W. Haswell	BUTTERFIELD & SWIRE	On 12th inst. at Noon.
TIENTSIN.	KWEIYANG	Brit. str.	—	—	—	On 12th inst. at Noon.
NEW HANG.	NANCHANG	Brit. str.	—	—	—	On 12th inst. at Noon.
SHANGHAI.	NINGPO	Brit. str.	—	—	—	On 12th inst. at Noon.
SHANGHAI.	WHAMPOA	Brit. str.	—	—	—	On 12th inst. at Noon.
SHANGHAI.	HUPH	Brit. str.	—	—	—	On 12th inst. at Noon.
SHANGHAI.	PARANATHA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On 11th inst. at Noon.
SHANGHAI.	CHINKIANG	Brit. str.	—	—	—	On 9th inst. at Noon.
NINGPO & SHANGHAI.	DALIN MARU	Jap. str.	—	T. Ogata	OSAKA SHOSHEN KAISHA	On 9th inst. at Noon.
TAMSAI, via SWATOW & AMOY.	ANPINA MARU	Jap. str.	—	I. Goto	OSAKA SHOSHEN KAISHA	On 12th inst. at Noon.
FOOCHOW, via SWATOW & AMOY.	MAIZURU MARU	Jap. str.	—	T. Saito	OSAKA SHOSHEN KAISHA	On 12th inst. at Noon.
ANPING, via SWATOW & AMOY.	RUMI	Brit. str.	—	E. W. Almond	SHEWAN, TOMES & CO.	On 7th inst. at 4 p.m.
MANILA.	LOONGSANG	Brit. str.	—	G. S. Weigall	JARDINE, MATHESON & CO.	On 14th inst. at 3 p.m.
MANILA.	ROSETTA MARU	Jap. str.	—	Tate	MITSU BUSSAN KAISHA	On 11th inst. at Noon.
MANILA.	BISAGNO	Jap. str.	—	Mazio	CARLOVITZ & CO.	On 6th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA.	KUMANO	Brit. str.	—	Buller	JARDINE, MATHESON & CO.	On 6th inst. at Noon.

SHIPPING.

ARRIVALS.
Nov. 2, FUSHEUN, Chinese str., 802, T. C. Gillespie, Shanghai 2nd Oct., General.
Nov. 2, NANCHANG, British str., 1050, F. H. H. & Co.
Nov. 2, SADO MARU, Japanese str., 3238, Wm. Thompson, London and Singapore 2nd Oct., General.
Nov. 3, SIBIAN, British steamer, 845, A. Jones, Saigon 2nd Oct., Rice and Meal.
Nov. 3, TIENTAU, German str., 10, 2, 0, Koeh, Bangkok 2nd Oct., Rice.
Nov. 3, CHOWANG, British str., from Canton.
Nov. 3, EITA NOSSACH, German str., 1, 161, Brühl, Kwangchow 2nd Nov., General.
Nov. 3, HONG KONG, French str., 742, Pannier, Hoihow 1st Nov., General and Pigs.
Nov. 3, HUPH, British str., 1204, Menthel, Shanghai 3rd Oct., General.
Nov. 3, KAGA MARU, Jap. str., Austrian cruiser, 6, 660, Dräger, Singapore 27th Oct.
Nov. 3, TAIKUNG, Chinese str., from Canton.
Nov. 3, THEODOR WILHELM, German str., 2, 369, Meyerhoff, Kuchino 27th Oct., Coals.
Nov. 3, JENSEN & CO.

CLEARANCES.
At the Harbour Master's Office.
3rd November.
Apenrade, German str., for Hoihow.
Apenrade, German str., for Bangkok.
Apenrade, German str., for Saigon.
Choyang, British str., for Shanghai.
Diamant, British str., for Newchwang.
Fungshun, Chinese str., for Canton.
Huph, British str., for Canton.
Mowang, British str., for Sandakan.
Phra Chon Kiao, German str., for Bangkok.
Sado Maru, Japanese str., for Nagasaki.
Thales, British str., for Swatow.
Wongkok, German str., for Bangkok.

DEPARTURES.
3rd November.
FINNEY SIMON, French str., for Europe.
FINNEY SIMON, Chinese str., for Canton.
HAILAN, French str., for Hoihow.
HONG DEE, British str., for Amoy.
HUPH, British str., for Canton.
PRA CHON KIAO, German str., for Bangkok.
SADO MARU, Japanese str., for Nagasaki.
SYDNEY, French str., for Shanghai.
THALES, British str., for Swatow.

VESSELS IN DOCK.
3rd November.
ARRIVED DOCKS.—Solent, Inver, F. Reyes, Zaire, Hoihow, Pant Donner, Tainan, Hongkong.
COSMOPOLITAN DOCK.—Ingalls, Nanshan.

SHIPPING REPORTS.
The British steamer Huph, from Shanghai 30th Oct., had strong N.E. winds and rain.
The French steamer Hoihow, from Hoihow 2nd Nov., had fresh easterly breeze and sea with cloudy weather.
The Chinese steamer Fungshun, from Shanghai 30th Oct., had fine, clear weather with strong N.E. winds throughout the passage.

NATAL LINE OF STEAMERS.
THE Undersecretary GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports of SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service to CALCUTTA, SINGAPORE, and CANTON.
For Freight and Passage, apply to DODWELL & CO., Ltd., General Agents for China and Japan, Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"RUBI"

Captain H. W. Almond, will be despatched for the above port TO-MORROW, the 5th inst. at Noon.

Highest-class Passenger Steamers, high powered, newest and most up to date on the run. All Accommodation shipshape. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 3rd Nov. or 1902. [2905]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG"

Captain Diller, will be despatched as above on THURSDAY, the 6th inst. at Noon.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 31st October, 1902. [2902]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG"

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 7th inst. at 4 p.m.

This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st November 1902. [2913]

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE.

STEAM FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINS VALDEMAR"

Captain Borg, due here about the 8th inst. will have quick despatch as above.

For Freight or Passage, apply to MELCHERS & CO.,

Hongkong, 1st November. [2894]

TOYO KISEN KAISHA (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU"

3,876 Tons.

Captain Tate, will be despatched for MANILA TUESDAY, the 11th inst. at 3 p.m.

Excellent Table. Unrivalled Speed. Light. Doctor and Stewardess carried.

For Freight or Passage, apply to THE MITSU BUSSAN KAISHA, Agents.

Prince's Buildings, 100 House Street, Hongkong, 1st November, 1902. [76]

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NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR

VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

STEAMER.

CAPTAIN.

TONS.

SAILING DATES.

DUKE OF FIFE

SHAWMUT

TACOMA

LYBA

GLENN

TREMENT

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 4th November, 1902. [7]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR

TAMSAI, via SWATOW

FOOCHOW, via SWATOW

AND AMOY

ANPING, via SWATOW

AND AMOY

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamai to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 31st October, 1902. [15]

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRAUCHTAMPER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

SAXONIA

SERBIA

MALBURG

SUEVIA

ALBESIA

HAVER & HAMBURG

HAVER & HAMBURG

HAVER & HAMBURG

HAVER & HAMBURG

HAVER & HAMBURG

HAVER & HAMBURG

HAVER & HAMBURG

HAVER & HAMBURG

HAVER & HAMBURG

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUMATRA, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, AND LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

SACHSEN

GERA

* KAUTSCHOU

KONIG ALBERT

PRINZESS IRBNE

DAIMSTADT

PREUSSEN

* HAMBURG

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 12th day of November, 1902, at Noon, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain W. Franke, will sail with MAIL, PASSENGERS, SPECIE and CARGO, will leave this morning, calling at NAPLES

OCEAN STEAM SHIP COMPANY, LD.

FROM	OUTWARDS.	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL...	"TANTALUS"	On 5th November.		
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 13th November.		
GLASGOW and LIVERPOOL...	"PELEUS"	On 3rd December.		
FOR	HOMEWARDS.	STEAMERS	TO	DUE
LONDON DIRECT	"MENELAUS"	On 11th November.		
(Taking Cargo at London Rates)	"DEUCALION"	On 26th November.		
LONDON	"AGAMEMNON"	On 26th November.		
AMSTERDAM and LONDON	"TANTALUS"	On 9th December.		
LIVERPOOL DIRECT	"ALCINOUS"	On 26th December.		
(Taking Cargo at London Rates)				

For Freight, apply to
HONGKONG 4th November, 1902.
BUTTERFIELD & SWIRE,
AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

FROM	OUTWARDS.	STEAMERS	TO	DUE
GLASGOW and LIVERPOOL...	"TRENKAI"	On 19th November.		
GLASGOW and LIVERPOOL...	"MOYUNE"	On 27th November.		
GLASGOW and LIVERPOOL...	"OOPACK"	On 10th December.		

FOR	HOMEWARDS.	STEAMERS	TO	DUE
LIVERPOOL DIRECT	"PINGSUEY"	On 9th November.		
(Taking Cargo at London Rates)				

FOR	TRANS-PACIFIC SERVICE.	STEAMERS	TO	DUE
VICTORIA, SEATTLE, TACOMA, and	"MOYUNE"	On 23rd November.		
all PACIFIC COAST PORTS, via				

The S.S. "PINGSUEY," left Kobe on Sunday, and is due here on the 8th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

HONGKONG, 4th November, 1902. [2402]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DUE
NEWCHWANG	"NANCHANG"	On 5th November.	
SHANGHAI	"NINGPO"	On 6th November.	
SHANGHAI	"WHAMPOA"	On 8th November.	
SHANGHAI	"HUPUR"	On 8th November.	
NINGPO and SHANGHAI	"CHINKIANG"	On 11th November.	
TIENTSIN	"KWEIYANG"	On 12th November.	
KOBE	"CHANGSHA"	On 15th November.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
See Special Advertisement.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

HONGKONG, 4th November, 1902. [12]

PORTLAND & ASIATIC STEAMSHIP CO.

STEAMSHIP	TONS	CAPTAIN	DATE
"INDRAPUJA"	4,889	Hollingsworth	November 14, 1902
"INDRASAMHA"	5,197	R. P. Craven	December 14, 1902
"INDRAVELLI"	4,889	W. C. Craven	January 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.

HONGKONG, 28th October, 1902. [14]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY
FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN, GULF, CONTINENTAL, AMERICAN, AND SOUTH AFRICAN PORTS.
THE Steamship
"CHUSAN,"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 30th November, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; and cargo for London, &c., will be conveyed via Bombay with transhipment.
Passengers will be received at this Office until 5 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. H. VETTT,
Superintendent.
HONGKONG, 27th October, 1902. [1]

CHINA NAVIGATION CO., LD.
HONGKONG TO SYDNEY AND MELBOURNE
A USUAL AUSTRALIAN PORTS OF CALL.
AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.
Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the undersigned.
NEXT SAILINGS.
"TSINAN" leaves on 15th November.
"CHANGSHA" " " 24th December.
"CHINTU" " " 24th December.
Superior accommodation, amplitudes, Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.
BUTTERFIELD & SWIRE,
AGENTS.
CHINA NAVIGATION CO., LD.
HONGKONG, 2nd October, 1902. [1981]

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AUSTRALIAN,"
Captain P. T. Helms, will be despatched as above on THURSDAY, the 20th November, at 4 p.m.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.E.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
HONGKONG, 24th October, 1902. [2242]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERIAN, GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship
"MARQUIS BACQUEHEM,"
Captain Bessovich, will be despatched as above on SATURDAY, the 16th November, p.m.
This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
HONGKONG, 24th October, 1902. [13]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG.
"LOWTHER C. STLE" About 10th Nov.
"BORDER KNIGHT" " " 15th Nov.
"ORONO" " " To follow.
"CROYDON" " " To follow.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
HONGKONG, 4th November, 1902. [71]

NAVIGAZIONE GENERALE ITALIANA

(Fiorio and Rubatino United Companies).
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEEN, SURZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through rates to PERIAN, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALGERIA and MALAGA.)
THE Steamship
"BISAGNO,"
Captain Muzia, will be despatched as above on TUESDAY, the 11th November, at Noon.
At Bombay the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
HONGKONG, 30th October, 1902. [4]

THE French Steamer

"CHARLES TIBERGHIE" will be despatched for the above ports on or about 12th instant.
For Freight, apply to
ARNOLD, KARBURG & CO.,
Agents.
HONGKONG, 4th November, 1902. [2743]

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NEITHER the CAPTAIN, the AGENTS, nor the STEAMERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
DAYLIGHT, British 4 m. barque, James Reade.
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Hongkong, 1st October, 1902. [2605]

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HONGKONG, 6th March, 1902.

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HONGKONG, 20th November, 1901.

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THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.
W. H. RAILLAGE, Manager.
HONGKONG, 18th November, 1901.

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[2136]

NOTICE TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"KUMSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 3rd November, will be landed at Consignees' risk and expense into Godowns at EAST POINT.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.
HONGKONG, 31st October, 1902. [2893]

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED

CONSIGNEES per Company's Steamer
"YANGTSE" are hereby notified that the Cargo is being discharged into Godowns at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 31st inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 31st prox. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th prox.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE, Agents.
HONGKONG, 30th October, 1902. [2402]

NORTHERN PACIFIC STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.
STEAMSHIP "DUKE OF FIKE," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LD., Agents.
HONGKONG, 29th October, 1902. [7]

IMPERIAL GERMAN MAIL LINE

NORDEUTSCHER LLOYD.
HAMBURG-AMERIKA LINIE.
NOTICE TO CONSIGNEES.

THE Steamship
"GERA," OF THE NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY, the 30th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 6th November, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 6th instant, at 9.30 A.M.

All Claims must reach us before the 9th November, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.
NORDEUTSCHER LLOYD.
MELCHERS & CO., Agents.
HONGKONG, 30th October, 1902. [5]

FROM HAMBURG AND SINGAPORE.

THE H.A.L. Steamship
"ALEXIA," Captain Schoenfeldt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. To-DAY, 1st November.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE.
HONGKONG, 1st November, 1902. [2916]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "BENMOHR," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns and all Goods undelivered after the 14th inst. will be subject to rent.
All claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
HONGKONG, 1st November, 1902. [2914]

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Hongkong, 28th November, 1901. [30]

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HONGKONG, 25th July, 1902. [293]

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HONGKONG, 1st July, 1902. [1801]

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